

12. Vital auxiliary boilers only. Also see part 63.

[CGD 81–030, 53 FR 17838, May 18, 1988; 53 FR 19090, May 26, 1988, as amended by USCG–2000–7790, 65 FR 58461, Sept. 29, 2000; USCG–2003–16630, 73 FR 65190, Oct. 31, 2008]

Subpart 62.50—Automated Self-propelled Vessel Manning

§ 62.50–1 General.

(a) Where automated systems are provided to replace specific personnel in the control and observation of the engineering plant and spaces, or reduce overall crew requirements, the arrangements must make sure that under all sailing conditions, including maneuvering, the safety of the vessel is equal to that of the same vessel with the entire plant under fully attended direct manual supervision.

(b) Coast Guard acceptance of automated systems to replace specific personnel or to reduce overall crew requirements is predicated upon—

(1) The capabilities of the automated systems;

(2) The combination of the personnel, equipment, and systems necessary to ensure the safety of the vessel, personnel, and environment in all sailing conditions, including maneuvering;

(3) The ability of the crew to perform all operational evolutions, including emergencies such as fire or control or monitoring system failure;

(4) A planned maintenance program including routine maintenance, inspection, and testing to ensure the continued safe operation of the vessel; and

(5) The automated system's demonstrated reliability during an initial trial period, and its continuing reliability.

NOTE: The cognizant Officer in Charge, Marine Inspection, (OCMI) also determines the need for more or less equipment depending on the vessel characteristics, route, or trade.

(c) Equipment provided to replace specific personnel or to reduce overall crew requirements that proves unsafe or unreliable in the judgment of the cognizant Officer in Charge, Marine Inspection, must be immediately replaced or repaired or vessel manning will be modified to compensate for the equipment inadequacy.

§ 62.50–20 Additional requirements for minimally attended machinery plants.

NOTE: Minimally attended machinery plants include vessel machinery plants and spaces that are automated, but not to a degree where the plant could be left unattended. Emphasis is placed on the centralized remote control and monitoring of the machinery plant and machinery spaces.

(a) *General.* (1) Navigating bridge propulsion control must be provided.

(2) An ECC must be provided and must include the automatic and remote control and monitoring systems necessary to limit the operator's activity to monitoring the plant, initiating programed control system sequences, and taking appropriate action in an emergency.

(3) The ECC must include control and monitoring of all vital engineering systems, including—

(i) The propulsion plant and its auxiliaries;

(ii) Electrical power generation and distribution;

(iii) Machinery space fire detection, alarm, and extinguishing systems; and

(iv) Machinery space flooding safety systems, except the valves described in paragraph (e)(4) of this section.

(4) ECC control of vital systems must include the ability to place required standby systems, auxiliaries, and power sources in operation, unless automatic transfer is provided, and to shut down such equipment when necessary.

NOTE: ECC remote control need not include means for a single operator to bring the plant to standby from a cold plant or dead ship condition or controls for non-vital systems or equipment.

(b) *Alarms and instrumentation.* (1) A personnel alarm must be provided and must annunciate on the bridge if not routinely acknowledged at the ECC or in the machinery spaces.

(2) Continuous or demand instrumentation displays must be provided at the ECC to meet the system and equipment monitoring requirements of this part if the ECC is to be continuously attended. If the watchstander's normal activities include maintenance, a roving watch, or similar activities in the machinery spaces but not at the ECC,